

Anchorage Air Route Traffic Control Center Fact Sheet



**Federal Aviation
Administration**

En Route and Oceanic Services

- The Federal Aviation Administration's Air Route Traffic Control Centers are the largest component of the National Airspace System operating seven days a week, twenty-four hours a day. There are twenty Centers in the continental United States. Each of these facilities employs several hundred Air Traffic Control Specialists, Airways Transportation Systems Specialists, Traffic Management Coordinators, supervisory/managerial and administrative staff.
- Air Route Traffic Control Centers are responsible for the safe and efficient operation of airplanes flying at high altitudes within controlled airspace principally during the en route phase of flight (10,000 feet and higher). FAA en-route controllers use airspace information from radar sites issue air traffic clearances and information regarding flight conditions while en route between airports to more than 100,000 flight operations each day. Air Route Traffic Control Centers in Oakland, California, New York, New York; Miami, Florida, Houston, Texas, and Anchorage, Alaska have International Civil Aviation Organization (ICAO)-designated responsibility for international airspace over an ocean.

Anchorage Center Airspace

- Anchorage ARTCC is the northern, eastern, and western-most center. It is one of three designated oceanic centers.
- Anchorage ARTCC's airspace is comprised of three separate ICAO Flight Information Regions or FIRs. They are:

Anchorage Domestic FIR	1,647,105 Miles ² (4,265,982 Km ²)
Anchorage Oceanic FIR	229,067 Miles ² (593,280.8 Km ²)
Anchorage Arctic FIR	551,799 Miles ² (1,429,598 Km ²)
For a total of -	2,427,971 Miles ² (1,429,598 Km ²)
- ZAN operates on two separate automation platforms, ATOP (Advanced Technologies Oceanic Procedures) and MEARTS/FDP (Micro En Route Automated Radar Tracking System/Flight Data Processor). ATOP is now being adapted for high altitude domestic use as well as oceanic.
- Anchorage ARTCC assists the Alaskan North American Air Defense (NORAD) in planning and executing missions and training exercises in Alaskan airspace.
- ZAN's airspace encompasses more military airspace than any other ARTCC. This airspace covers approximately 60,780 Miles² (157,419.5 Km²). The Department of Defense bills the Alaskan airspace and ranges as the "premiere training airspace in North America."
- Anchorage ARTCC supports up to six major exercises annually, each involving up to 100 tactical aircraft and thousands of military personnel. Smaller readiness exercises, occurring two to three times each month, simulate scenarios such as an unknown aircraft penetrating the Alaskan Air Defense Identification Zone (ADIZ).

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- The largest of the military exercises, Red Flag Alaska and Northern Edge require 67,000 square miles of special use airspace or approximately five times that used for Red Flag in Nevada
- ZAN interacts with ten Area Control Centers (ACC) in the international community: Tokyo, Vancouver, Edmonton, Reykjavik, Petropavlovsk-Kamchatski, Norilsk, Mys Schmidta, Anadyr, Magadan and Oakland ARTCC. Nine of those facilities directly adjoin ZAN airspace and ZAN maintain letters of agreement (LOA) with seven of these facilities.
- ZAN's airspace is located within the infamous "ring of fire" and contains at least 33 presently active volcanoes. Several times a year, NOTAM, airspace reroutes and restrictions are required due to volcanic eruptions.
- The Alaska Aerospace Development Corporation (AADC) Kodiak (rocket) Launch Complex (KLC) and spaceport facility along with the Geophysical Institute University of Alaska-Fairbanks (GIUAF) Poker Flat Research Range Launch Complex operate within ZAN airspace. These two operations require separate Letters of Agreement and airspace restrictions during their operating periods.
- In January 2001, Anchorage ARTCC pioneered the use of Automatic Dependant Surveillance Broadcast (ADS-B) for ATC separation services; first in the nation, first in the world. A 5 nautical mile separation is used between all surveillance derived targets regardless of source. ADS-B provides surveillance of aircraft in areas where radar is unavailable. Based on the experience gained from this development, the Surveillance and Broadcast Services Office has begun implementation of ADS-B throughout the National Airspace System.
- Anchorage ARTCC also uses Wide Area Multilateration (WAM) for ATC separation at Juneau, Alaska. Use of WAM in Juneau has contributed to an increase in the efficiency of the airspace.

